

A FOUR ROUND DRAW

Sharkey's Pace Too Furious for Corbett.

THE CHAMPION ALL BUT PUT OUT

The Marine Shows a Wonderful Ability to Stand Punishment.

SAN FRANCISCO, June 24.—James J. Corbett, champion of the world, was all but knocked out tonight in a four-round contest with Tom Sharkey, champion of the navy. The referee declared the contest a draw, but it is doubtful if the decision will be supported by public opinion. Corbett clinched Sharkey throughout the entire fourth round to avoid punishment. The champion was breathing heavily and apparently greatly exhausted when the round closed, while Sharkey seemed as fresh as at the beginning. Sharkey even refused to stop fighting at the end of the bout and made a vicious rush for Corbett. Six policemen jumped into the ring and three others grabbed Sharkey. The Marine refused to be restrained and struck one of the policemen a vicious blow. More policemen jumped into the ring and Sharkey was finally escorted to his corner.

The fight was a rough and tumble contest from the start. Sharkey used his usual tactics, rushing and striking wildly and using little or no science. Corbett said afterwards he was fouled twice, and was offered the decision but refused to take it. However that may be, Corbett did almost all of the fouling in the last round and would undoubtedly have been put out if he had not clung to Sharkey's neck with his left arm.

Sharkey repeatedly pushed Corbett away, only to be grabbed about the neck again. During the first two rounds Corbett appeared to have the better of the contest, landing on Sharkey heavily whenever and wherever he pleased. Sharkey landed heavily on the champion several times, but most of his blows fell short. Sharkey's good showing was due to the fact that his rough and tumble pace was too furious for the champion. The Marine's heavy blows had their effect on Corbett, who in the fourth round appeared to make no impression on the champion, so great in his ability to stand punishment.

That San Franciscans have lost none of their old-time interest in Corbett, is evidenced by the fact that he was surrounded by a crowd of several thousand people at 9 o'clock. When the doors were thrown open there was a rush for seats in the grandstand. In half an hour nearly every seat in the building, which holds 10,000 people, was occupied. Corbett's first round was a public appearance for the contest to take place. This afternoon odds of 10 to 1 were laid that the champion would be able to knock the Marine out in four rounds. The Corbett money began to roll in in large bundles, and it was difficult to find men to back Sharkey at even money.

At 3:15 time was called for the bout between Corbett and Sharkey. Corbett and Sharkey stepped into the ring at 10:40. Corbett was seconded by Billy Delaney and George Green. Sharkey's seconds were Tim McEvilly and Danny Friedman.

Frank Carr was referee. When Corbett entered the ring the vast crowd rose to its feet and cheered for several minutes. The men shook hands when the cheering subsided and time was called for the first round.

Round 1.—Corbett assumed the aggressive from the start and landed on jaw with left. Corbett landed again on jaw and ducked a right coming from Sharkey. Sharkey struck Corbett on breast and clinched. Corbett landed right heavy on jaw. In a mix up Corbett landed with left and followed with right.

Round 2.—Sharkey lands left light on jaw and followed up with right. Sharkey on the aggressive. Corbett dodges heavy left swing and lands on Sharkey's face with left. Corbett follows with right. Corbett now following Sharkey lands heavy right on Corbett's face. Sharkey lands left on breast. Sharkey again lands on Corbett's jaw. The sailor appears groggy. Corbett lands left heavy on jaw and follows with right. Sharkey lands heavy right on Corbett's breast as the round closed. Sharkey making very good fight. Round in Corbett's favor.

Round 3.—Sharkey resumed his aggressive. Corbett dodges heavy right coming from Sharkey. Sharkey landed heavy right on Corbett's ribs. Corbett landed right on jaw and followed with left. Corbett lands with heavy right and left jab on face. Corbett dodges heavy right coming from Sharkey. Sharkey lands heavy right on Corbett's breast as the round closed. Sharkey making very good fight. Round in Corbett's favor.

Round 4.—The men came to the center of the ring. Corbett and Sharkey were sitting and said: "What an easy thing that mark would have been for you, Jim. I will fight Corbett to a finish any day, and for \$10,000 a side. I can get the backing."

Corbett was interviewed in his corner after the fight by an Associated Press representative. Corbett was puffing and he had a few slight scratches on his breast and face.

"It was nothing but a rough and tumble fight," Corbett said. "Sharkey fouled me twice in the second round and was offered the decision by the referee, but would not take it. So far as Sharkey offering to fight me to a finish for \$10,000 a side is concerned, all he will have to do is to put up his money. I will fight him."

PEPPER APPEALS

To Silver Men of all Parties to Unite.

TORONTO, June 24.—The Toronto Advocate, which is Senator Pepper's paper, and which represents his personal views, today prints a double headed article headed "The Situation is Perilous."

It contains an impassioned appeal to silver Republicans, silver Democrats and all Populists to unite in the present campaign, alleging that to be the only method of averting the calamity of gold standard success. The article closes thus: "Will silver Democrats unite with us? If they come silver Republicans will follow. Together success is in sight. Divided we shall fritter away our votes and make it all the more difficult to rally in the future. Now is the time for union and victory. Delay is dangerous. Let us work and vote together."

SURROUNDED BY FIRE.

A British Columbia Village Threatened With Destruction.

SPokane, Wash., June 24.—Passengers arriving here from the north tonight report that just before the train left Kaslo, B. C., this morning a message was received from Sandon, B. C., stating that the town was surrounded by forest fires and threatened with destruction. Before further particulars could be received the telegraph wires refused to work and it is supposed that the fire reached the town before they had been reached. The town is a lively mining camp of about 200 people, situated in the Skeena mining district in British Columbia.

FIRST FREIGHT TARIFF

VALLEY ROAD RATES ON GRAIN AND BAGS.

The Present Schedule Only Temporary—Southern Pacific Will Meet It.

SAN FRANCISCO, June 24.—The San Francisco and San Joaquin Valley Railroad Company today filed a copy of its first freight tariff with the board of railroad commissioners. The document placed on file is in the shape of a typewritten letter prepared by Traffic Manager Moss, and contains rates only on grain and grain bags over the eighty-two miles of road now completed. Traffic Manager Moss, in his letter to the commissioners, explained that the company was not yet prepared to open its lines for general business, but in order to satisfy the shippers now inquiring for rates he deemed it advisable to submit rates on grain and grain bags to the railroad commissioners in advance for their consideration and will not be completed and will not be in effect until the company can approximately fix the rates on which it will be practically able to announce that the company is properly equipped for business as a common carrier. The figures quoted are as follows:

Rates for grain to Stockton, per ton of 2000 pounds to apply to carload shipments, not less than 24,000 pounds.

From Burbank, 11 miles, 10c; Escalon, 22 miles, 9c; Clovis, 30 miles, \$1.10; Empire, 34 miles, \$1.15; Hingham, 37 miles, \$1.25; Elwood, 43 miles, \$1.40; Merced, 67 miles, \$1.70; Geneva, 78 miles, \$1.80; LeGrand, 82 miles, \$1.85.

Rates on grain bags (barrel) from Stockton, in cents per ton of 2000 pounds, applicable to carloads of not less than 24,000 pounds.

To Burbank, 75c; Escalon, \$1.10; Clovis, \$1.20; Merced, \$1.40; Geneva, \$1.40; LeGrand, \$1.45.

It is stated at the office of the Valley Road that these rates are only made to accommodate such traffic as may be ordered prior to the formal opening of the line for general business and may or may not be in effect when it will be fixed in the general tariff of the company.

The grain rates established by the Valley Road are somewhat less than the rates at present charged by the Southern Pacific Company. Traffic Manager Moss said the rates on grain and grain bags adopted by the railroad commissioners as a basis of the rates he has established. There is only one station on the line of the new road, as far as it is now completed, where that road touches the line of the Southern Pacific and that point is Merced. The rate adopted by the railroad commissioners from Merced to Stockton is \$1.70 a ton. Traffic Manager Moss said that the rate on grain and grain bags used it as a basis on which to grade the rates from points intermediate and beyond. Thus from Merced to the Valley Road has adopted the 8c per ton reduction, which is the tariff which the Southern Pacific Company is fighting in court, and from other points has fixed rates which are more than 8c per ton less than the rates charged by the Southern Pacific Company for similar distances in the same territory.

The Valley Road announces that the grain rates include switching to and from warehouses to which access is provided for the use of the company. This means a still further saving to shippers of 15 cents per ton, for that is what the Southern Pacific Company collects for switching charges in the city of Stockton.

The rates on grain bags as established by the Valley Road are considerably less than the rates charged by the Southern Pacific. The rate from Stockton to Merced as established by Traffic Manager Moss is \$1.45 per ton on carloads. The Southern Pacific Company's rate between the same points in carload lots is 30 cents per 100 pounds or 60¢ per ton.

C. Stubbs said today that the Southern Pacific Company would meet the rate established by the San Francisco and San Joaquin Valley Railroad. "I have not seen their rates," he said, "but as a general proposition, we cannot do it. It is not a matter of saving from the same point, but from points near enough to the stations on the line of the Valley Road to become competitive points. The Valley Road proposes to do all switching in Stockton without extra charge to the shipper, whereas it has been our custom to collect a charge of 10 cents per ton for that shift work, but taken into consideration in the readjustment of our rates."

Something to Sober a Man. From the Town of Sings.

"Isn't there any remedy for chronic drunkenness?" asked McGee of a Dallas physician. "Certainly there is. Just you marry one of these strong-minded women. She'll sober you up."

DODGED STATE ISSUES

Shaped Affairs to Fit the National Platform.

NEW YORK DEMOCRATS FOR GOLD

Tariff for Revenue Only Demanded. The Administration Indorsed.

SARATOGA, N. Y., June 21.—The Democratic state convention that convened this morning and adjourned this afternoon has put itself on record in the financial platform, and has selected its delegates to the national convention, but in doing these things, it has followed out the predictions of weeks ago and has not created any sensation or even mild surprise.

It has declined to name its electors, has not put itself on record on any state issue, and has left the selection of a state committee until the next state convention. These things have been done at the instance of the leaders with the avowed purpose of placing the party in such a position that no matter what the platform of the national party is, the party in this state will be supported by its electors and the party in this state.

The financial plank of the platform adopted is as follows: "We favor gold and silver as the standard money of the country. We are opposed, as permanent policy, to gold monometallism on one hand, or to silver monometallism on the other hand. The pledge contained in the report of the Sherman law, which was passed by a Democratic congress, and approved by a Democratic president, should be faithfully carried out, wherein it is declared that 'the efforts of the government should be steadily directed to the establishment of such a safe system of bimetalism as will maintain at all times the equal value of every dollar coined or issued by the United States in the market and in payment of debts.'"

We believe such bimetalism to which the nation is solemnly pledged can only be secured by a permanently maintained through the congress and silver nations of the world. Neither this country nor any other country, independent and alone, is able to maintain a gold standard. It is to be maintained by a permanent agreement with the free and unlimited coinage of silver in the absence of the co-operation of other great nations.

We believe that any attempt to enter upon the experiment of free silver coinage would not only prove disastrous to our finances but would retard the progress of the establishment of international bimetalism. The national co-operation for bimetalism can be secured—to which all our efforts as a government and as a people should be directed. We favor the rigid maintenance of the present gold standard as essential to the preservation of our national credit, the redemption of our public liabilities and the keeping of our public property in honor. We insist that all our paper and silver currency shall be kept absolutely at a parity with gold.

The Democratic party has ever been and still is a party of money payers, and it will preserve that record. It is a party of legal tender paper money as a part of our financial system, and it is a party of sound money as a part of our financial system. It is a party of sound money as a part of our financial system. It is a party of sound money as a part of our financial system.

The Democratic party is pledged to the resolute maintenance of the public credit, and it is in therefore opposed to the repeal of any existing statute which enables the secretary of the treasury, by the issue of bonds or otherwise, to provide an adequate fund for the redemption of gold of our paper obligations whenever necessary.

We reiterate our adherence to the principle of a tariff for revenue only. We are opposed to government partnership with the protector monopoly and we demand that import duties, like other taxes, should be impartially laid and their imposition limited to the necessities of the government economically administered. Federal taxes should not be imposed to benefit individual interests at the expense of the general welfare. We repudiate the doctrine that the province of the government is to tax the wealth of the nation, to impose burdens upon one class of citizens for the benefit of other classes, and we insist that the public tax system be put upon a basis of equity and justice for all.

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THE FRESNO MORNING REPUBLICAN.

Additional Local on Pages 1 and 4.

SOUTHERN PACIFIC COMPANY

TRADE LEAVE FREEDOM AS FOLLOWS:

Continuing April 22, 1896.

1:30 A. M.—New Orleans Express—Daily for

New Orleans, via Houston, Dallas, Fort Worth,

and St. Louis, and via St. Louis, Kansas City,

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THE MAN ABOUT TOWN

A Cyclers' Club and What

It Is For.

IF PAPERS MIXED IN THE ROW

Goud Cheer for the Raisin Growers.

Lawyer Drew's Black and

White Dog, Etc.

The Raisin City Cyclers, comprising

sixty-nine well known men and women

of Fresno, met and organized night

before last in the parlors of the Hughes

Hotel. The club is the successor of the

Electric City Cyclers, who had a much

better name and a much poorer organi-

zation. Its main object is for the

protection of the interests of cyclists.

It was time for such an organization.

Whichever and wheelwomen have in-

creased in numbers until it must be

recognized that they have rights of

thoroughfare. Heretofore they have

been treated very much as if they were

a nuisance to be tolerated under certain

legal conditions. Did they run on side-

walks where the roads were almost im-

passable, as they not infrequently are in

Fresno, though a foot traveler was not

allowed within blocks, they were liable

to arrest. Did they run in the evening

without a lantern, the officers probably

would "pull" them, if apparently never

having occurred to the simplest law-

maker that foot passengers do not be-

long in the roads and that if a wheel-

man runs into a carriage, he and not

the carriage, is apt to be disfigured. It

is to the interest of the riders of the im-

portant needs to carry lanterns, but if they

do not, the chances are secure to one

that they themselves, if anybody, will be

the sufferers, and why should a man

be arrested for risking his own

house? During month after month,

hundreds of cyclists have ridden through

the streets of this city, and practically

nobody has been injured. Yet our law-

makers hold to the idea that this

new machine on which the civilization has

taken to riding is especially dangerous.

Curious men, lawmakers! They will

change their minds, but large bodies

move slowly.

A striking evidence of current dis-

regard for cyclists' rights has been the

view on Fresno street in this city. Along

the edge of the roadway on that street

the cyclists have worn a narrow path.

It is a foot or two wide, and occupies

the extreme edge of a street which is

some of its way in the widest in the

city. You would suppose that the nat-

ure of the man for man would cause

them to be allowed to cut into places

which are so manifestly dangerous.

Nor is this all. Opposite the Central

school house somebody has dumped dirt

on the sidewalk along the street, and he

has dumped it on the bicycle path, thus

thoroughly ruining it along the larger

part of a block. Probably he never thought

that he thereby inconvenienced hun-

dreds of his fellow men, but if so, the

proof is all the clearer that it is time

for some organization to compel action

for the rights of people who have

wheels.

The Raisin City Cyclers, whose name

I suddenly write, have organized to

do something about it, and are issuing

circulars and more regard for the rights

of a class of citizens which did not exist

ten years ago. With such an organiza-

tion as they now have perfected, they

ought to meet with some success, and I

believe that they will.

Speaking of cyclists—I will switch off

from the subject after a while—have

you noticed the young man who has

learned to ride with "hands off"? I

like to watch that young man. He is

so impulsively proud of himself, and

his methods of displaying his achieve-

ment are so transparently simple. Un-

usually there is something wrong with

this young man's ear, and it requires

fingering right then and there. As a re-

sult, he is compelled to remove his

hands from the bars, and fix it. Some-

times it is his collar that goes wrong,

but usually it is his cuffs; they are

neither to the handle bars. And it is all

done with such a beautiful assumption

that the young man is blissfully uncon-

scious that anybody is looking at him!

I tell you that as a show this young

man always is worth the price of ad-

mission.

No, no, William, it is not as you say;

it is not written in jaundiced jeal-

ousy and because I cannot ride with

"hands off." As a matter of fact I can

do so, and I do not mind telling you in

confidence that I passed through the

period when my cuffs went wrong. I

graduated from it soon, for I noticed

how frequently were riding very easily

on the street, but I've been there, you

but I like to watch you, William.

Arthur R. Briggs claimed that it was

high time for the newspapers in this

city to place themselves squarely on

DARK TOWN SKETCHES

Silhouette by the Silver

Light of the Moon.

VOICES OF THE NIGHT

A Brief History of Fresno's Col-

ored Colony—Its Prosper-

ity Today.

It is a singular thing that while the

average white man and native American

citizen of Fresno is consuming his soul

in enforced idleness, and talks piteously

of hard times, the imported citizen and

the man of color have been steadily

thriving and acquiring property. Dur-

ing the last five years the ownership of

a vast amount of property in Fresno has

changed hands. Rich men have become

poor and poor men are becoming rich.

It is an ill wind that blows nobody good.

The colored people of Fresno have

done conspicuously well in point of var-

iety the old adage of the survival of the

fittest. It is a matter that can be easily

established beyond all doubt that nearly

every colored man in the city of Fresno

owns his own home, which is a great

thing in itself, and many are citizens of

the white persuasion. It is a

Fresno's Ethiopian colony is geo-

graphically bounded by Tulare and

Amarillo streets on the north and south

